

ONE YEAR AGO.

ARTHUR CLEVELAND COXE.

What stars have faded from our sky,
What hope unfolded but to die!
What dreams, so fondly pondered o'er,
Forever lost the hues they wore!
How like a death bell, sad and slow,
Tolls through the soul, "One year ago!"

Where is the face we loved to greet,
The form that graced the fireside seat,
The gentle smile, the winning way,
That bless'd our life-path day by day?
Where fled those accents soft and low,
That thrilled our hearts "One year ago?"

Ah! vacant is the fireside chair,
The smiles that won, no longer there;
From door and hall, from porch and lawn,
The echo of that voice is gone;
And we who linger only know
How much we lost "One year ago!"

But why repine? A few more years,
A few more broken sighs and tears,
And we, enlisted with the dead,
Shall follow where her steps have led;
To that far world rejoicing go,
To which she passed "One year ago!"

FURMAN'S FORMULA.

Take thirty bushels well-rotted stable manure or well-rotted organic matter, as leaves, muck, etc., and scatter it about three inches thick upon a piece of ground so situated that water will not stand on it, but shed off in every direction. The thirty bushels will weigh about 900 pounds; take 200 pounds of good acid phosphate, which cost me \$22.50 per ton, delivered, making the 200 pounds cost me \$22.50, and 100 pounds kainit, which cost me by the ton \$14, delivered, or 70 cents for 100 pounds, and mix the acid phosphate and kainit thoroughly, then scatter evenly on the manure. Take, next, thirty bushels green cotton seed and distribute evenly over the pile, and wet them thoroughly; they will weigh 900 pounds; take again 200 pounds of acid phosphate and 100 pounds kainit mix and spread over the seed, begin on the manure and keep on in this way, building up your heap layer by layer until you get it as high as convenient, then cover with six inches of rich earth from fence corners, and leave at least six weeks. When ready to haul to the field cut with a spade or pickaxe square down and mix as thoroughly as possible. Now, we have thirty bushels of manure, weighing 900 pounds and 300 pounds chemicals in the first layer, and thirty bushels of cotton seed, weighing 900 pounds, and 300 pounds of chemicals in the second layer, and these two layers combined for the perfect compost. You perceive that the weight is 2,400 pounds; value at cost is,

30 bushels cotton seed, 12¢ cents...\$3.75
400 pounds acid phosphate...4.50
200 pounds kainit...1.40
Stable manure nominal
Total...\$9.65
Or, for 2,400 pounds a total value of \$9.65. This mixture makes practically a perfect manure for cotton and a splendid application for corn.

POLITICS.

There probably never was a more utterly vicious and dangerous idea advanced than that good people ought not to take part in politics. During the last few months we have met numbers of good men who have said, "We don't take any part in politics—it is too corrupt." Now if this sort of men don't take part in politics, the corruption which everybody admits attends them now will eventually continue and get worse. And we may as well understand that when the politics of the country are corrupt the society of that country will be corrupt also. Good public morals and bad public management cannot exist at the same time. If we would have good morals in society, good men must take an active part in politics." The foregoing, from the *Farm Economist*, cannot be too strongly impressed upon the people. The "dirty pool of politics" will constantly become more and more filthy so long as clean men hold aloof from it, and the final outcome will be that it will deluge the nation with such another flood of pollution as that under which Rome went down.—*Farm and Fireside*.

—A contract has been let for the making of 150,000 brick for a new laboratory at Wake Forest College. Work on the brick begins this week.—*Raleigh News and Observer*.

ALUMINUM—HOW AND WHEN IRON'S GREAT RIVAL MAY BE MADE AVAILABLE.

We have no authentic history of the gradual introduction of iron into the uses of civilized man; but given the rough brown or gray stone that we have in our ores, it is evident that the whole was not transformed in an hour or a day into the exquisite temper of the Damascus blade. It is also probable that while it was a still rare and expensive metal, available only to those who were high in wealth and rank, that the possibilities of its varied structure were well known. But to bring all of these varied uses to which it has attained within the grasp of the ordinary man has taken untold centuries of pains and labor, and discovery upon discovery has been required to develop it.

Now a new metal is coming upon the field, which some claim will be all its own, and iron, the metal heretofore without a peer, and the greatest factor of human progress, must step down and out. Aluminum, they say, can be hardened till the diamond is its only rival, it can be drawn into wire so fine or hammered into sheets so thin that the gold beater alone can do the work; the tensile strength of its wire rises to 100,000 pounds to the square inch or section; water and the atmosphere cannot corrode it; it will burnish like silver; blows cannot crystallize it, and its conductivity of heat surpasses that of copper. Then its alloys made an anti-friction metal that goes beyond the power of brass or babbitt to produce.

Before such qualities as these iron pales into the merest insignificance. But before we throw away our hammer and chisel or break our locomotives up let us look at what has made iron the metal of the world. It is easily summed up in two words, "its cheapness." With crude iron at one cent a pound all things seem possible for it to accomplish, but multiply it by ten and all our commonest conveniences will vanish like breath.

Sixty years ago a drop of aluminum was produced in a German laboratory after a research of fifty years with the best appliances of the time, and twenty years more were necessary to produce a larger bead. Then in ten years more the metal was placed on the market at \$32 per pound.

Since then chemistry has been struggling with the task, and by its constant efforts the price has dropped to \$15 for a pound, and now a new discoverer tells that it can be put on the market at \$4 to the pound. We know the metal well, and the chemist has tried it in his laboratory; he has hammered and drawn and melted and hardened, until every quality is known, but still the price must make it rare. It costs one-eighth the price of thirty years ago, and still it is 400 times the cost of iron. So that it matters little that it stands third in quantity of all the substances of which the earth is formed, that it lies about us in every bed of clay, or shale, and that nearly every rock is but an ore bed with wondrous possibilities; so long as nature holds the secret key by which it can be unlocked and freed from the combinations in which we find it, it cannot take the place of iron. That this may come in time is not beyond the range of what may be regarded as a possibility, but it must come by slow and labored steps, meanwhile our iron will hold its own and be used as heretofore, while aluminum must be a laboratory metal for a while, and get occasional application in the more expensive implements of science.—*New York Times*.

—The report of the United States commissioner of education for 1884 shows that there are in the United States 16,794,402 children of proper age to attend school, and about three-fourths of these in attendance upon either public or private schools. For the instruction of these children there are about 300,000 teachers employed. The total annual expenditure for educational purposes is over \$104,000,000, and the value of school property is nearly \$250,000,000.

—Those birds flying over yonder are aquatic birds, I suppose?" asked the young man in the seal-brown suit of the captain of the steamer. "No, they ain't," was the scornful reply. "Them's ducks."

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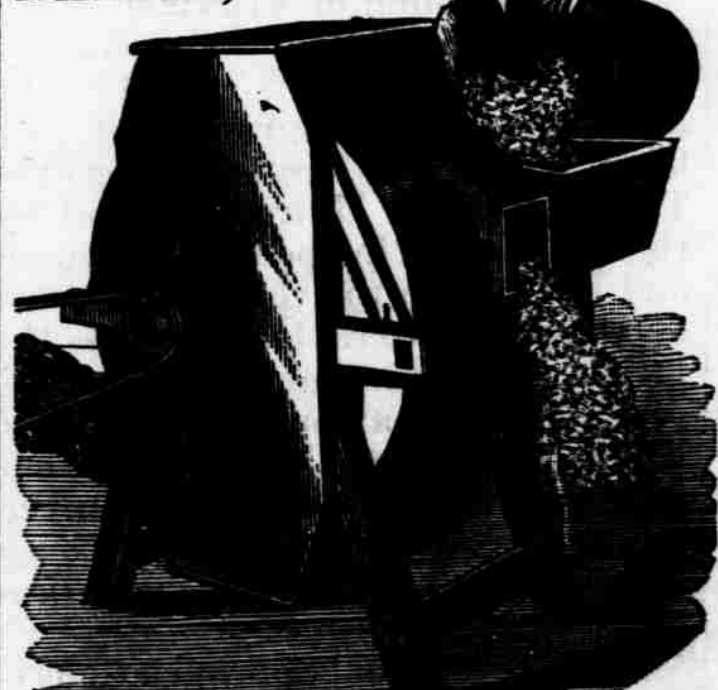
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PIEDMONT AIR-LINE ROUTE.
Condensed Schedule in effect July 4, '86.
Trains Run by 75° Meridian Time.

SOUTHBOUND—DAILY.			
	No. 50.	No. 52.	
Lve New York.....	12 00 night	3 40 pm	
" Philadelphia.....	7 20 a m	6 03 "	
" Baltimore.....	9 50 "	9 00 "	
" Washington.....	11 15 "	11 00 "	
" Charlottesville.....	3 45 p m	3 00 am	
" Lynchburg.....	6 05 "	5 15 "	
" Richmond.....	3 25 "	2 00 "	
" Burkeville.....	5 21 "	4 05 "	
" Keyesville.....	5 58 "	4 44 "	
" Danville Branch.....	6 14 "	5 00 "	
" Danville.....	9 00 "	8 04 "	
" Greensboro.....	11 00 "	9 48 pm	
" Goldsboro.....	11 50 am	* 5 00 "	
" Raleigh.....	5 00 pm	* 10 30 am	
" Durham.....	6 07 "	* 11 12 pm	
" Chapel Hill.....	4 55 "	* 10 20 am	
" Hillsboro.....	6 47 "	* 2 20 pm	
" Salem.....	* 7 15 "	6 10 "	
" High Point.....	11 33 "	10 16 "	
" Salisbury.....	12 57 a m	11 23 "	
" Statesville.....	1 20 "	12 29 "	
" Asheville.....	10 00 "	8 21 "	
" Warm Springs.....	3 05 pm	8 52 "	
" Concord.....	1 46 "	11 59 "	
" Charlotte.....	3 00 "	100 "	
" Spartanburg.....	5 46 "	3 34 "	
" Greenville.....	7 04 "	4 49 "	
" Ar. Atlanta.....	1 30 pm	10 40 "	

NORTHBOUND—DAILY.			
	No. 51.	No. 53.	
Lve Atlanta.....	6 00 pm	8 40 am	
" Greenville.....	12 25 am	2 30 pm	
" Spartanburg.....	1 34 "	3 43 "	
" Charlotte.....	4 40 "	6 25 "	
" Concord.....	5 53 "	7 25 "	
" Salisbury.....	6 10 "	8 01 "	
" High Point.....	7 25 "	9 08 "	
" Greensboro.....	7 53 "	9 43 "	
" Salem.....	11 28 "	* 12 30 am	
" Hillsboro.....	11 54 "	* 2 55 "	
" Durham.....	12 28 pm	* 4 40 "	
" Chapel Hill.....	* 1 00 "		
" Raleigh.....	1 35 "	* 7 00 "	
" Goldsboro.....	4 40 "	* 11 00 "	
" Danville.....	6 00 am	11 30 pm	
" Drakes Branch.....	12 35 pm	1 04 am	
" Keyesville.....	12 51 "	3 04 "	
" Burkeville.....	1 30 "	3 57 "	
" Richmond.....	3 30 "	7 00 "	
" Lynchburg.....	5 55 "	2 00 "	
" Charlottesville.....	8 15 "	4 10 "	
" Washington.....	8 30 "	8 30 "	
" Baltimore.....	11 25 "	10 03 "	
" Philadelphia.....	3 00 a m	12 35 pm	
" New York.....	6 20 a m	3 20 "	

SLEEPING-CAR SERVICE.

On trains 50 and 51, Pullman Buffet Sleeper between Atlanta and New York. Pullman Sleeper between Goldsboro and Warm Springs.

On trains 52 and 53, Pullman Buffet Sleeper between Washington and Montgomery, Washington and Augusta. Pullman Sleeper between Richmond and Greensboro. Pullman Sleeper between Greensboro and Raleigh.

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For rates and information apply to any agent of the company, or to
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VALLEY MUTUAL

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—OF—

STAUNTON, VA.

STATEMENT JAN. 1st, 1886:

ASSETS:	
United State Bonds.....	\$18,000.00
Bonds and Mortgages.....	85,000.00
Property.....	13,978.80
Cash on hand.....	13,827.58

LIABILITIES:	
Assessments Paid in Advance....	\$ 805.63
Due Assessment Accounts.....	6,785.73

This Company was organized as recently as September 3, 1878, but the management and character of the Company has been such as to secure and enjoy the support of such of our leading business men as Col. A. B. Andrews, Maj. Robt. Bingham, Mr. R. T. Gray, Hon. A. C. Avery, Circuit Court Judge; Rev. Dr. C. T. Bailey, and other representative men throughout the State.

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A CARD.

MR F H HYATT, Special Agent for the Valley Mutual Life Association, of Virginia—
SIR:—Permit me to express my appreciation of the promptness and business-like manner with which you paid the Life Policy of \$8,000 on the life of John P. Secret, of Monroe, Union county. The action of your Company in thus promptly adjusting this claim must commend it to the favor of all honest people.
H C ASHCRAFT,
Guardian.
Winston, N C, April 20, 1886.

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CAROLINA CENTRAL RAILROAD COMPANY,

OFFICE OF SUPERINTENDENT,
Wilmington, N. C., Sept. 27, 1885.

CHANGE OF SCHEDULE.

ON AND AFTER THIS DATE, THE FOLLOWING Schedule will be operated on this Railroad:

PASSENGER MAIL AND EXPRESS TRAINS:

DAILY EXCEPT SUNDAYS.

No. 1.	Leave Wilmington at.....	7.00 P. M.
	Leave Raleigh at.....	7.35 P. M.
	Arrive at Charlotte at.....	7.30 A. M.

No. 2.	Leave Charlotte at.....	8.15 P. M.
	Arrive at Raleigh at.....	9.00 A. M.
	Arrive at Wilmington at.....	8.25 A. M.

LOCAL FREIGHT—Passenger Car Attached.

	Leave Charlotte at.....	7.40 A. M.
	Arrive at Laurinburg at.....	5.45 P. M.
	Leave Laurinburg at.....	6.15 A. M.

	Arrive at Charlotte at.....	4.40 P. M.
	Leave Wilmington at.....	6.45 A. M.
	Arrive at Laurinburg at.....	5.00 P. M.

	Leave Laurinburg at.....	5.30 A. M.
	Arrive at Wilmington at.....	5.40 P. M.

Local Freight between Wilmington and Laurinburg Tri-weekly—leaving Wilmington on Mondays, Wednesdays and Fridays. Leave Laurinburg on Tuesdays, Thursdays and Saturdays.

Passenger Trains stop at regular stations only, and Points designated in the Company's Time Table.

SHELBY DIVISION, PASSENGER, MAIL, EXPRESS AND FREIGHT.

Daily except Sundays.

No. 3.	Leave Charlotte at.....	8.15 A. M.
	Arrive at Shelby at.....	12.15 P. M.

No. 4.	Leave Shelby at.....	1.40 A. M.
	Arrive at Charlotte at.....	5.40 P. M.

Trains No. 1 and 2 make close connection at Raleigh with R. & A. Trains to and from Raleigh.

Through Sleeping Cars between Wilmington and Charlotte and Raleigh and Charlotte.

Take Train No. 1 for Statesville, Stations on Western N. C. R. R., Asheville and points West.

Also, for Spartanburg, Greenville, Athens, Atlanta and all points Southwest.

L. C. JONES, Superintendent.

W. F. CLARK, Gen'l Passenger Agent.

Cape Fear & Yadkin Valley Railway Co.

Condensed Time Table No. 13.

TRAIN NORTH.

	Arrive.	Leave.
Bennettsville.....	8.30 a. m.	8.30 a. m.
Shoe Heel.....	9.40 a. m.	9.50 a. m.
Fayetteville.....	12.00 m.	12.05 p. m.
Sanford.....	2.15 p. m.	2.25 p. m.
Ore Hill.....	3.43 p. m.	3.43 p. m.
Liberty.....	4.37 p. m.	4.37 p. m.
Greensboro.....	6.30 p. m.	6.30 p. m.

Dinner at Fayetteville.

TRAIN SOUTH.

	Arrive.	Leave.
Greensboro.....	9.50 a. m.	9.50 a. m.
Liberty.....	11.05 a. m.	11.05 a. m.
Ore Hill.....	12.05 p. m.	12.05 p. m.
Sanford.....	1.30 p. m.	1.45 p. m.
Fayetteville.....	2.50 p. m.	4.00 p. m.
Shoe Heel.....	6.05 p. m.	6.15 p. m.
Bennettsville.....	7.30 p. m.	7.30 p. m.

Dinner at Sanford.

Freight and Passenger Train leaves Bennettsville Tuesdays, Thursdays and Saturdays at 2.30 p. m., arriving at Shoe Heel at 4.30 p. m., and at Fayetteville at 8 p. m.

Leaves Fayetteville on Tuesdays, Thursdays and Saturdays at 6.30 a. m., Shoe Heel at 10 a. m., and arrives at Bennettsville at 12 m.

Freight and Passenger Train North leaves Fayetteville daily at 8 a. m., (connecting at Sanford with Freight and Passenger Trains to Raleigh), leaving Sanford at 11.30 a. m., and arriving at Greensboro at 5.40 p. m.

Leaves Greensboro daily at 5 a. m.; leaves Sanford at 11.15 a. m. and arrives at Fayetteville at 2.40 p. m.

JOHN M. ROSE,
General Passenger Agent

W. M. S. DUNN,
Gen. Superintendent